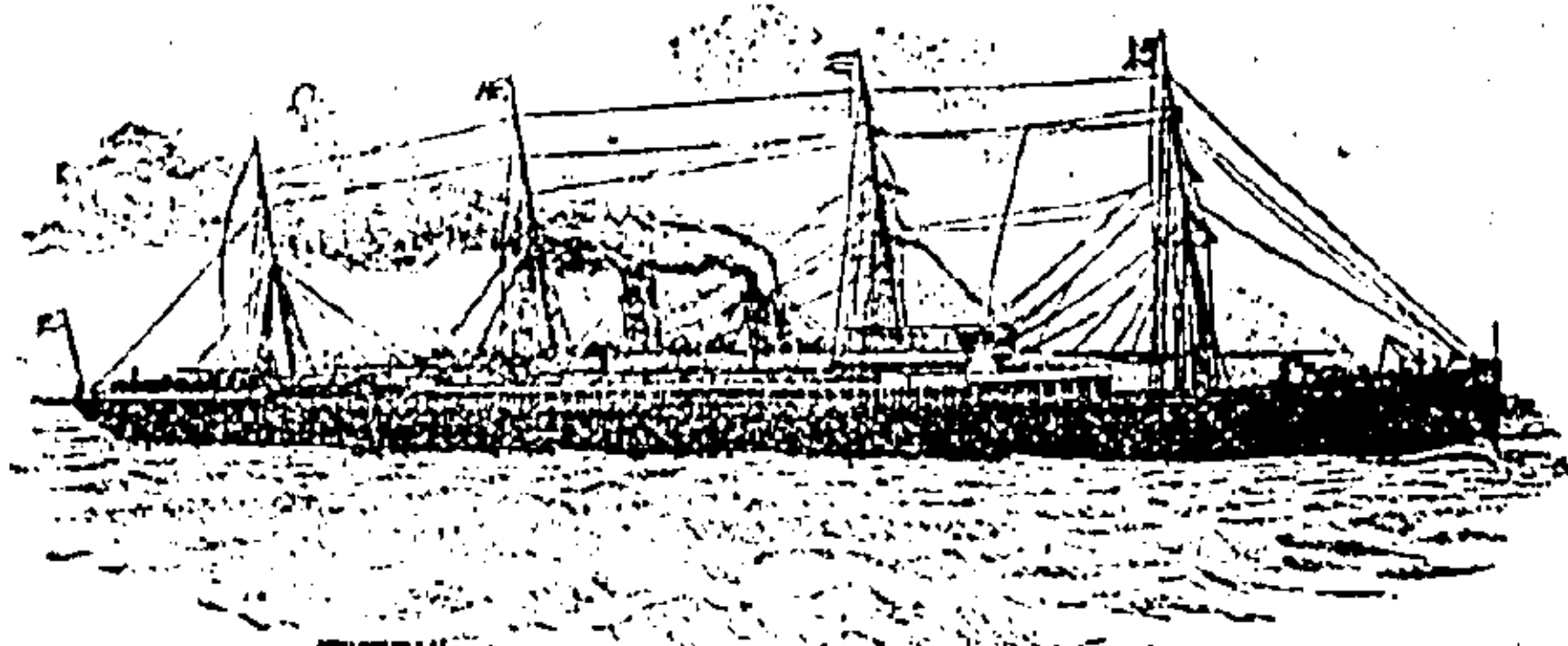


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	THURSDAY, 2nd July, at Noon.
"COPTIC"	SATURDAY, 11th July, at Noon.
"AMERICA MARU"	TUESDAY, 21st July, at Noon.
"KOREA"	TUESDAY, 28th July, at Noon.
"GAEIL"	TUESDAY, 4th August, at Noon.
"HONGKONG MARU"	FRIDAY, 14th August, at Noon.
"CHINA"	SATURDAY, 22nd August, at Noon.
"DOJIC"	TUESDAY, 1st September, at Noon.
"NIPPON MARU"	TUESDAY, 8th September, at Noon.

Record Trip Yokohama to San Francisco made by S.S. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 2nd July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States and Canada.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 24th June, 1903.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, (B.C.) "EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 15th July.
"TARTAR"	4,425 "	WEDNESDAY, 22nd July.
"EMPERESS OF CHINA"	6,000 "	WEDNESDAY, 5th August.
"ATHENIAN"	3,882 "	WEDNESDAY, 12th August.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 26th August.
"TARTAR"	4,425 "	WEDNESDAY, 23rd September.
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 21st October.
"ATHENIAN"	3,882 "	WEDNESDAY, 4th November.
"EMPERESS OF CHINA"	6,000 "	WEDNESDAY, 18th November.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 16th December.
"TARTAR"	4,425 "	WEDNESDAY, 30th December.

The magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 Hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are excellent. &c., apply to

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 25th June, 1903.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	1st July. Freight.
NURNBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	15th July. Freight.
WURZBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	29th July. Freight and Passengers.
V. Liner	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th August. Freight.
KODIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	26th August. Freight.
SLONIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	about middle of August.
ARABIA	NEW YORK via SUEZ CANAL.	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Hongkong, 26th June, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,353 tons	Captain H. D. Jones.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,338 "	A. W. Dixon.
"HANKOW"	2,371 "	C. V. Lloyd.
"KINSHAN"	2,366 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only.

Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 5.30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke. Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday Do. from Macao to Hongkong daily at about 7.30 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,100 tons, Captain T. Hamlin. This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING," 569 tons, Captain R. D. Thomas. B. Branch. One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 9th May, 1903.

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net £5.00 per Cask ex Factory.

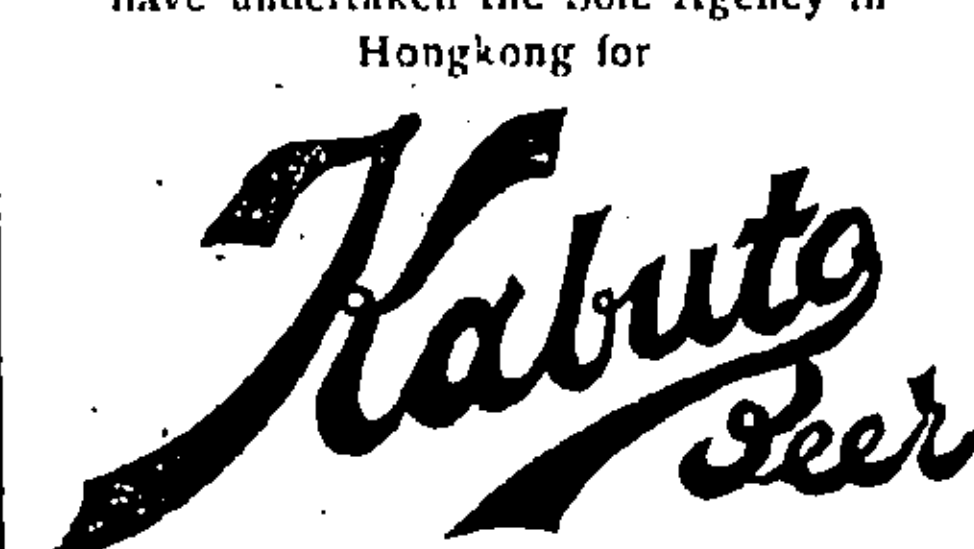
In Bags of 250 lbs. Net £3.00 per Bag ex Factory.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 13th May, 1903.

MACEWEN, FRICKEL & CO.

have undertaken the Sole Agency in Hongkong for



A Pure LAGER BEER excellently

Suitable for Hot Climates.

A Refreshing Beverage.

\$16.00 per case of 8 doz. pts.

or \$2.00 per doz.

3, Duddell Street, Hongkong.

18th June, 1903.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES, &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 14th May, 1903.

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid, and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents: SIEMSEN & CO.

Hongkong, 10th January, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

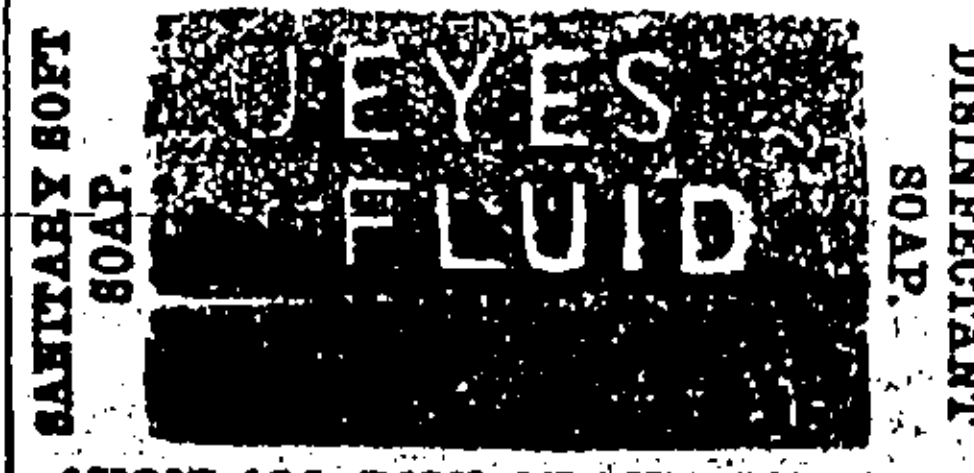
Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]

JUST RECEIVED SHIPMENT

OF

H. J. HEINZ & CO.'S

CELEBRATED

PICKLES AND PRESERVES AND THEIR OTHER

57

"GOOD THINGS"

KNOWN ALL THE WORLD OVER.

UNEQUALLED FOR TASTE AND QUALITY.

HEINZ'S SWEET PICKLES

HEINZ'S APPLE BUTTER cannot be surpassed.

HEINZ'S BAKED BEANS

TRY HEINZ'S AND YOU WILL HAVE NO OTHER.

CAN BE OBTAINED AT YOUR GROCERS.

DANG CHEE SON & CO.,

SOLE AGENTS, SOUTH CHINA

(Wholesale dealers only).

Hongkong, 4th May, 1903.

[553c]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 58.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[1]

THE CONNAUGHT HOUSE,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1339c]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT

GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

954c]

TSU FAN

DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary, 50, Queen's Road, Central.

Hongkong, 28th November, 1902.

[1299c]

CHINESE AMERICAN COMMERCIAL COMPANY.

司公美華

IMPORTERS, EXPORTERS AND MANUFACTURERS.

The Company's OFFICES are established at Nos. 20 and 21, CONNAUGHT ROAD opposite DOUGLAS PIER.

Hongkong, 1st May, 1903.

[543c]

MEE CHEUNG,

PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 10, Ice-House Road.

[S now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.]

GROUPS AND VIEWS a specialty.

Hongkong, 22nd September, 1904.

[4]

Relieves the scalding pain at once and CURES all discharges from the genital urinary or gans in either sex in 48 HOURS. Santal-Midy is a specific for Cystitis.

Unlike the sad fate of the Bazar, it is superior to Co-paiba, Cubeb, or Injections, and causes no inconveniences. Beware of Imitations. Each tiny Capsule bears the name.

8, RUE VIVIER, PARIS.

THE PARSEES IN PERSIA.

There is no need in Bombay to assert the claims of the Zoroastrians of Persia upon the sympathy of their co-religionists in India. The efforts of Bombay Parsees to free the men of their race and faith who remain in Persia from long standing disabilities are an old story, which need only be referred to-day in order to recall what the attitude of the more fortunate portion of the community has been towards those who are left in Iran. When Major Monjeworth Sykes passed through Bombay early in the year to resume the duties of the British Consulate at Kerman, he was able to bring to the notice of some of the leaders of the community here much that was interesting in relation to the Zoroastrian community in the ancient Persian city, and for more reasons than one it is to be hoped that the Parsees of Bombay will continue to keep in touch with their brethren in Kerman. There are no fewer than seventeen hundred of them there, in a population of nearly fifty thousand, and it would be easy to advance reason powerfully appealing to racial pride why the more prosperous and advanced of the community, who have for centuries found their home in another and more favoured land, should show in a practical way their sense of kinship with the Kerman Zoroastrians. Major Sykes, in his admirable work on Persia, tells us that although they are noted for their integrity, they are sunk in deep ignorance, while the love of money is a vice that prevents a response to the most obvious calls upon their charity. Obviously this is a case for outside help; for the conditions described are not favourable to any large exercise of the "virtue of self-help." The Zoroastrians of Kerman are not sufficiently conscious of the value of education to respond as yet to any appeal to their public spirit. There was a time when their brethren in India were in the same case, and for that reason they will not be disposed now that they have made themselves far and away the most educated community in India, to press the argument that every community that needs education must pay for it.

Bombay Parsees, who know what education has done for them, would be doing a distinctly patriotic work by endeavouring to help in rescuing the Zoroastrians of Kerman from the ignorance in which they have long lain. We hear that there is room at Kerman for another form of enterprise, which Parsees have usually taken up with success. Kerman is badly in need of one of the general stores for the profitable management of which Parsees in up-country stations and cantonments in India have shown peculiar aptitudes, and now that the Quetta-Nushki road has opened that part of Persia to easy communication with India an enterprise of this kind could be embarked upon with no great difficulty. — *Times of India.*

THE UBIQUITOUS SCOT.

The city on the Hugli, and that other city which now so proudly bears its head on "the island of the Good Life" are the representative capitals of India of the Western peoples and the Eastern peoples respectively. To anybody who knows both cities the contrast in their individuality, if the term may pass, are a source of never failing interest. The ethnic constitution of the native populations is widely different in each centre. In Calcutta the Bengali Babu, in Bombay the Bhatia, the Bunyn, the Mahomedan Borah, the Parbhoo, the Mahabha. In Calcutta again the Parsee is an infinitesimal quantity. What he is in Bombay we know. And is not Calcutta a place for the "brave Scot"? Jute! Yes! Jute has a good deal to do with it, but apart from jute the Scotch names among the big merchant-firms bear very eloquent testimony to the Calcuttians' capacity for striking root in a foreign—or at least a far distant soil, for India, to the Anglo-Indian, is less foreign than many spots nearer to the island mother-land. And as for names, Job Charnock's city is full of Gaelic, from the Ochterlony Monument to Dalhousie Square. This remark applies to the European quarter; the Ayrian naturally has his own nomenclature for highways and byways. It is said that a Scotchman need never long "be out of a biller" in Calcutta. I suppose the Vyles, the Hendersons, and McLeods, the Grahams, the Macintoshes, and McKenzies and many other old-established concerns have a "frater feeling strong" for him who can join with real gusto in the solemn rites of a St. Andrew's Dinner. And why not? Anyhow Calcutta is a very Scotch. You will find nothing like it in Bombay. — *Capital.*

THE KING AS PEACEMAKER.

Of the three European potentates who sit the cynosure of the world's eyes at the present moment, twice the *Voix of India*, King Edward VII of England, is at once the most peace-loving and practical minded sovereign. His autocratic Majesty of Russia not only loves peace, but wishes to persuade all other Governments to spike their guns. But such is the irony of politics that the Government of the most pronounced peace lover causes the greatest anxiety to the nations that have any interest at all in Asia. The Kaiser has a sublime contempt for sentiment. King Edward is a personification of the golden mean. With ideas as amiable and as progressive as the Tsar's he is no visionary; with a common sense even superior to that of his Teutonic Majesty, his accents do not ring with blood-dipped iron. No wonder he has captured the imagination, not only of France and Italy, but even of Germany. To have brought to the lips of a French populace the cry of "Vive le Roi" is nothing less than an achievement. The popular bias in European countries is a force which the statesman has to reckon with. By his no less cordial than earnest avowal of "the friendship and admiration which we all feel for the French and their glorious traditions" his Majesty has done more to strengthen the opinion of England and secure the peace of the world than years of diplomatic manoeuvring on the part of Foreign Office could have done.

Auctions.

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW
(SATURDAY, the 27th June, 1903,
at 11 A.M.,
at their
SALES ROOMS, No. 8, Des Voeux Road,
Corner of Ice House Street,
75 Cases **POBA WINE**,
75 Cases **WISTELA-BLANCA**,
25 Cases **KUPPERS BEER**,
21 Cases **HIRANO WATER**,
3 Cases **BUTTER**,
Also
About 10,000 of **EGYPTIAN CIGAR-ETTES**,
AND
108 Boxes of **MANILA CIGARS**.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 25th June, 1903. [749a]

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW
(SATURDAY, the 27th June, 1903,
at 11.30 A.M.,
at their
SALES ROOMS, No. 8, Des Voeux Road,
Corner of Ice House Street,
SUNDRY
HOUSEHOLD FURNITURE
Consisting of
TEAKWOOD SIDEBOARD with BEVELLED GLASS, OVERMANTLE, MOROCCO COVERED CHAIRS, 18 CUT GLASS MIRRORS, CROCKERY and GLASS WARE, &c., &c.,
Also
1 EDELWEISS ORGAN, 1 COTTAGE PIANO by Collard & Collard, London, 14 ELECTRIC FANS, BATTERIES, CARBONS, &c., 3 1/2 ROBE FOWLING PIECES (by 1 American and 2 English Makers),
AND
A Quantity of **PARISIAN-TRIMMED HATS, FICHUS, LACE COLLARS, BUCKLES, LADIES' UNDERSKIRTS, CHILDREN'S BOOTS and SHOES &c., &c.**
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 25th June, 1903. [751e]

GOVERNMENT NOTIFICATION.
PARTICULARS AND CONDITIONS of the letting by Public Auction, Sale, to be held on MONDAY, the 29th day of June, 1903, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Kennedy Road, near Union Church, in the Colony of Hongkong, for a term of 21 Years. **PARTICULARS OF THE LOT.**

No. of Lot	Locality	Boundary Measurements	Contents in Square Feet	Annual Rent	Upset Price
1	Kennedy Road	100 ft. by 100 ft.	10,000	100	100
2	Union Church	100 ft. by 100 ft.	10,000	100	100

Hongkong, 22nd June, 1903. [731e]

Intimations.

EASTERN EXTENSION AND GREAT NORTHERN TELEGRAPH COMPANIES.

REFERRING to the COMPANIES' NOTICES of the 20th December and 27th March last, the Senders of Telegrams are hereby advised that from 1st July next, the Charges for Telegrams will be subject to Revision after Three Months be collected at the Rate of Forty-eight cents to equal One Franc.

J. M. BECK,
Superintendent.
Hongkong, 25th June, 1903. [751e]

A. S. WATSON & CO. LD.

AERATED WATER BOTTLES.

THE system of sending out Bottles on loan having for a long time past caused dissatisfaction to our customers and loss to ourselves, we have decided that
On and after the 1st JULY next all Aerated Water Bottles, Ginger Beer Bottles and Syphons supplied to customers will be charged for at the following rates:—
Bottles \$1.20 per Dozen.
Syphons 18.00 do.
On the return to our Factories of Bottles and Syphons in good condition, that have been previously charged up or paid for, full credit will be given at the above rates.

A. S. WATSON & CO., LIMITED,
The Hongkong Dispensary.
Hongkong, 19th June, 1903. [722e]

VICTORIA DISPENSARY.

AERATED WATER BOTTLES.

THE system of sending out Bottles on loan having for a long time past caused dissatisfaction to our customers and loss to ourselves, we have decided that
On and after the 1st JULY next all Aerated Water Bottles, Ginger Beer Bottles and Syphons supplied to customers will be charged for at the following rates:—
Bottles \$1.20 per Dozen.
Syphons 18.00 do.
On the return to our Factories of Bottles and Syphons in good condition, that have been previously charged up or paid for, full credit will be given at the above rates.

VICTORIA DISPENSARY,
Hongkong, 19th June, 1903. [723e]

WATKINS, LIMITED.

AERATED WATER BOTTLES.

THE system of sending out Bottles on loan having for a long time past caused dissatisfaction to our customers and loss to ourselves, we have decided that
On and after the 1st JULY next all Aerated Water Bottles, Ginger Beer Bottles and Syphons supplied to customers will be charged for at the following rates:—
Bottles \$1.20 per Dozen.
Syphons 18.00 do.
On the return to our Factories of Bottles and Syphons in good condition, that have been previously charged up or paid for, full credit will be given at the above rates.

Intimations.

NOTICE TO CREDITORS.
IN THE SUPREME COURT OF HONGKONG.
PROBATE DIVISION.
IN THE GOODS OF WILLIAM PITCAIRN, GALTON, deceased.

TAKE NOTICE that the time for Creditors to send in their Claims against the above Estate has been limited to the 20th July, 1903, by Order dated the 20th June, 1903.
All Creditors are required to send in their Claim on or before the above Date to **DEACON & HASTINGS,** 10, Queen's Road Central, Hongkong, Solicitors for the Administrator.

737e

VICTORIA RECREATION CLUB.

AN EXTRAORDINARY GENERAL MEETING OF THE MEMBERS will be held in the CLUB GYMNASIUM, at KOWLOON, on THURSDAY, the 2nd July, at 4.45 P.M., for the purpose of confirming the SPECIAL RESOLUTION passed at the Annual General Meeting held on the 18th June, 1903.
FRANK W. WHITE,
Hon. Secretary.
Hongkong, 25th June, 1903. [748e]

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE is hereby given that the FOURTEENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S OFFICES, No. 4, Queen's Buildings, on SATURDAY, the 11th July, at 12.30 P.M., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts, to 30th April, 1903, and Electing Directors and Auditors.
The RESOLUTION BOOKS of the Company will be CLOSED from the 27th June to the 11th July, both days inclusive.
By Order of the Board of Directors,
GIBB, LIVINGSTON, & CO.,
Agents.
Hongkong, 22nd June, 1903. [729e]

FROZEN FOOD AND FRUITS.

Direct No. 5, ICE HOUSE STREET.
FRESH SUPPLY OF FROZEN AUSTRALIAN LIAN PRODUCE just received by the China Navigation Co.'s S.S. "TAIYUAN" including MUTTON, LAMB, PORK, SUCKLING PIGS, RABBITS, TURKEYS, PORK SAUSAGES, MILK (concentrated), FRESH BUTTER, CHEESE, BACON, HAM and CHOICE PICKLED FRUITS.
The Bales will be supplied to, and credit accounts kept with, well-known residents.
Price Lists on application.
LAU KUE TONG,
Manager.
The Hongkong Frozen Food Supply.
Hongkong, 24th June, 1903. [747e]

THE ROBINSON PIANO Co., LTD.

END OF HIRING SEASON.

SECONDHAND Pianos to be Cleared out at the undernoted low prices.

GUARANTEED in excellent condition.

ORIGINAL PRICES \$450 to \$1,400.

WERNER \$400

NEEDHAM 380

DORNER 375

ROINSCH 400

SCHIEDMEYER 250

BORD 280

RACHALS (SEMI-GRAND) 700

H. & MULLER 350

and others of our own make at varying low prices.

Our Stock of **SMALL INSTRUMENTS** and **MUSIC** is also being sold at greatly reduced prices at this season preparatory to our fresh stocks coming to hand.

Hongkong, 22nd May, 1903. [415e]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 26, Cornhill Road Central.
Hongkong, 9th February, 1903. [26e]

NOTICE.

THE Public are hereby informed that no Change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than **TEN CENTS (10 CENTS)** per Single Copy.

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.
10, Des Voeux Road,
Hongkong.

Intimation.

THE HONGKONG TELEGRAPH.
1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS—*Telegraph*, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail

The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement in any effective style of type will be adopted.

This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week \$ 2.85

One month 7.20

Two months 13.00

Three " 20.00

Six " 37.50

Twelve " 73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts 5 per cent.

6 " 10 "

12 " 25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages.

\$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well timed out, free from errors, and remarkably cheap at.

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.
10, Des Voeux Road,
Hongkong.

Mails.

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STREAMERS	DESTINATIONS	SAILING DATES
KAWACHI MARU H. Fraser	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 27th June, at Daylight
KINSHU MARU P. L. Pyne	MOJI and KOBE	SATURDAY, 27th June, at Daylight
TOSA MARU A. Christensen	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 30th June, at 4 P.M.
IDZUMI MARU M. Yagi	BOMBAY, via SINGAPORE and COLOMBO	THURSDAY, 2nd July, at Noon

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI
Acting Manager.

Hongkong, 25th June, 1903.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & CO., LIMITED,
General Agents.
Hongkong, 25th June, 1903. [87ad]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS

NOTICE.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 30th June, 1903, at 11 A.M., the Company's Steamship "ANNAM," Captain Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 29th instant. Specie and Cargo received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 16th June, 1903. [1004e]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

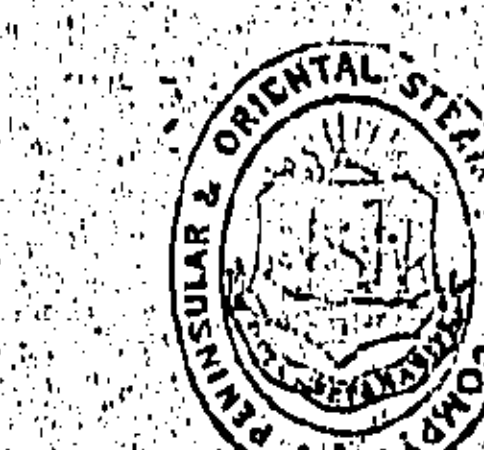
Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hote at Separate Tables.

For Terms, &c., apply to the

MANAGER,
KING EDWARD HOTEL,
10, Des Voeux Road,
Hongkong, 16th June, 1903. [1114e]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR FRANKS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PEASIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.

H. E. Stevenson

Japan G. W. Cockman, carry His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 4th July, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.

Other Cargo for London, &c., will be conveyed to Bombay with Transhipment.

Parcels will be received at the Office until 11 A.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

E. A. STEWELL,
Superintendent.
Hongkong, 22nd June, 1903. [744e]

Notice of Firm.

NOTICE.

DURING MR. K. OLDORP'S TEMPORARY ABSENCE from Hongkong, Mr. C. BEHN has been appointed MANAGER.

Mr. F. H. KIRCHHOFF has been authorized to sign per Procuration.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 23rd June, 1903. [744e]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.,
Hankow, 27th May, 1903. [25e]

To be Let.

TO LET.

HOUSES in LEIGHTON HILL ROAD.

FLATS in MORETON TERRACE, CA

Intimations.

A. S. WATSON & CO.
LIMITED.

WINE MERCHANTS

ESTABLISHED A.D. 1841.

CLARETS

CLARET	Per Bottle	Per Dozen
ST. ESTEPIE	8.00	9.00
ST. LUBEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT		
BRION BARRIVET	20.00	22.00
CHATEAU MOUTON		
CHATEAU LAPOSTOLLE	24.00	26.00
CHATEAU FORTET		
CANET	28.00	
CHATEAU LA TOUR		
CARNET	33.00	
CHATEAU RAUZAN	48.00	
CHATEAU LARITE	54.00	

CLARETS are specially selected and bottled by the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN AND CHATEAU LARITE are recommended to the notice of Connoisseurs of high-class after-dinner wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in this Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co.,
LIMITED.

THE HONGKONG DISPENSARY.

TELEPHONE NO. 256.
CABLE ADDRESS: "A. S. WATSON," HONGKONG.
A. S. W. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,

祥利廣

17A, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING ROOM,
DINING ROOM,
and BED ROOM
FURNITURE.ELECTRO-PLATED
GLASS, and
CHINA WARES.PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1903. (28d)

CARMICHAEL AND
CLARKE,CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.
A. C. Code.

Liebers Standard Code.
TELEPHONE, 333.
Hongkong, 20th March, 1903. (135d)

THE Beer to drink in the tropics is the Beer
made in the tropics. **SAN MIGUEL.**

NOTICE.
All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to the Editor, 15, Le Mesurier Road,
and should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$10 per annum.
Weekly—\$3 per annum.
The rates for delivery per month, proportionally.
The only issue delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

MARRIAGE.
At the Roman Catholic Cathedral, Saigon,
Cochin China, on May 23rd, FREDERICK
JUTLER, MADDEN to MARGARET THERESA
(DAUGHTER) McCabe, eldest daughter of P. McCabe,
Esq., of Wootton Bassett, Berkshire,
England.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 26, 1903.

THE NEW VICEROY AND CANTON
OFFICIALDOM.

Yesterday we published the news received from a correspondent at Canton that the new Viceroy of the Two Kwangs, who took over his seals of office on the 17th inst., is inaugurating a reign of terror for the officials whose venality had exposed them to the punishments of dismissal from office and degradation. This is a result of the official investigation which H. E. Tsen Chun Hsuen is conducting in the province whose government he has just recently assumed with such a firm hand. To-day corroboration of the news reaches us from our own correspondent. The corroborative report is published in another column. His peculiar position, writes our correspondent, makes him a terror to all wrong doers. He is not only Viceroy of the Two Kwangs. He is practically Commander-in-chief of the Army of South China, and martial law is really in force. The Viceroy has authority to degrade and punish with death any official without referring the matter to Peking. He is invested with this unusual power by Imperial edict. According to our senior Shanghai contemporary it was reported in local mandarin circles that when H. E. Tsen Chun Hsuen arrived at Woosung en route South, he found waiting for him an Imperial edict empowering him to do anything he saw fit to suppress the discontent in Kwangsi province; and also to secretly investigate the conduct of Governor Wang Chih-chun for reports to the Throne. The Viceroy's investigations are carrying him into quarters which will gradually disclose the corruption and impotence of past administration within the Viceroyalty of Kwangtung and Kwangsi. If no other good is attained by the present searching inquiry no cause for regret will be found in the probable denunciation awaiting the infamous participants and organizing spirit in the Gage Street affair, which culminated in the tragic death of the schoolmaster, Yeung Ku Wan. Li Ka Cheok is, from the latest report which we have been able to gather, under the ban of suspicion by the new administration. He is a mandarin in Canton and has earned for himself a notoriety with the Government and inhabitants in Hongkong for the leading part he played in the nefarious plot that encompassed the life of a Hongkong citizen. The statements of the Acting Attorney General, the prosecuting Counsel, in the trial of Lau Chiu show the story of man Li is. He was at one time held in such high favour as to have secured him the position by virtue of which he succeeded in accomplishing his vile purpose with an impunity engendered by his sense of security in his high office in Canton. When in 1901 the Acting Viceroy of Canton and the Governor of Kwangtung publicly offered a reward of \$20,000 for the life of the reformer, Yeung Ku Wan, together with an official rank and other attractions, Li, in command of the guard or native police, took the matter up and became practically the organizer of the murder, and Lau Chiu was made one of his tools. It was also stated that Yeung Ching Kai, captain of one of the Chinese gunboats, and an inferior officer of Li Ka Cheok, acted as intermediary between him and the gang of murderers in Hongkong. His barracks in Canton were utilized for the rendezvous of the ringleaders of the plot—the captain of the gunboat, Chan Lam Tsai, and the two "braves" Tong Cheung and Tsui Fuk. Here also they met for discussion and boasted about the murder when it had been accomplished, and talked about the reward. No surprise need be felt if punishment in one form or another awaits such a character at the hands of his superior official who takes up the reins of government with a determination to weed the service of every undesirable that has held office during an administration with pusillanimity and corruption as its predominant features. Besides the notorious Li, the names of three other officials are prominently associated with prospective punishment, either in the

nature of fines or degradation. One of these is said to be a Taoist holding rank of the Third degree, another a captain and the third an expectant prefect. Little wonder then that H. E. Tsen is making "things lively" for a good many officials.

LOCAL AND GENERAL.

THE anniversary of the birthday of King Edward the VII. is being celebrated at home to-day.

THE tug steamer *Typhoon*, built and engineered in Hongkong in 1892, is to be sold by auction at Bangkok.

LeMunyon will have another grand opening Day and a Souvenir day as well; watch the date. —Advt.

THE *China Times* is informed that a British limited company with a capital of \$1,000,000 is about to be formed at Shanghai to introduce foreign methods of fishing in the China coast.

THE Kwai and six other Chinese banks at Peking have been declared bankrupt in consequence of the financial panic in Peking and the burning down of the Finance Department. —Advertiser.

DURING the rainstorms yesterday a portion of the roof of the Metropole Hotel fell in and smashed the furniture of the room beneath. Landslips are reported as having occurred at Bowen Road and Kowloon City.

H.M.S. *Alacrity*, which is now lying at Messrs. Farnham, Boyd and Co.'s Old Dock Buoy, Shanghai, is being refitted with new dynamo. It is expected that this work will be completed about the 1st of July, when she will proceed forthwith to Weihaiwei.

It will be seen on reference to our advertisement columns that the Acting Commandant of the Volunteer Artillery, Major A. Chapman, announces a grand promenade concert on the parade ground on the 11th prox. We trust the public will show their appreciation of such a move and that the concert will be the forerunner of many others of a similar nature.

WHILE going home from the Sham Chun market, a native was attacked by a gang of armed robbers. His wife went to his assistance, and while she was seeking help the robbers entered her house and stole a quantity of jewelry. One of the thieves was subsequently arrested and this morning was committed for trial at the next Criminal Sessions.

Don't forget the chess for they will not go LeMunyon. —Advt.

THE Chinese accountant of the Tailors' Guild was arrested by L. S. Wildin and charged with the embezzlement of \$198 02. This morning he was taken before Mr. F. A. Hazeland, Mr. O. D. Thompson appeared on behalf of the prosecution, and Mr. F. X. d'Almeida Castro for the defence. Bail of \$200 was granted on the application of Mr. Almeida, and the case was adjourned till next Friday.

It is reported from Rome that the Italian Government is sending to South Africa a special Commissioner to inquire into the labour and general conditions obtaining there, chiefly from the point of view of Italian emigration. This step is being taken in consequence of the large and increasing number of applications made by the Italian peasantry and others for information respecting South Africa as a country suitable for Italian habits and methods of work.

THE British barque *Dunlop*, commanded by Capt. Ferguson, arrived at Shanghai on 19th inst. from S. Australia. She left Fremantle on the 26th of March and when about a week out was caught in a storm and was dismasted, losing her three topmasts. Capt. Ferguson instead of putting back for repairs pluckily kept on his way, rigging a jury main topmast, making good time for the rest of the voyage, and beating a Russian barque that left before him and who was fully rigged all the voyage. She will have new topmasts sent up at Shanghai and other repairs that might be needed.

A sad fatality occurred on the German mail steamer *Roon* at Shanghai on 19th inst. while that vessel was getting ready to start on her homeward voyage. A young sailor named Bynsch while working at taking in cargo slipped and fell over the side. He struck a cargo boat in his fall and rebounded into the water, which was pretty rough at the time with a heavy current running as well. The unfortunate fellow must have been killed or badly stunned as he never rose again and although a lifeboat was out searching for him inside ten minutes, no trace of him beyond his cap was found again.

It is under food in Government quarters that a high official of the Siamese Government is going to England shortly for the purpose of discussing various proposals for improving commercial relations between Siam and India, Burma, and the Federated Malay States. There has been some discussion of these proposals already between the Siamese Government and Sir Frank Swettenham, the Governor of the Federated States, and reports, it is stated, have been made by his Excellency on the subject to the Imperial Government.

Four floors freshly painted and tinted and in first class condition to rent. Inquire at C. E. LeMunyon, New Store, 31, Des Voeux Road, P.O. Box 358. —Advt.

It is expected that the gunboat *Soko*, which recently stranded near Muroan, in the Hokkaido, will be re-floated shortly.

We shall have a Souvenir Day, soon but you will have to pay us a personal visit as no chits will go. —LeMunyon. —Advt.

THE *Gaiety Maru* sunk near Vladivostok, is to be raised at an estimated cost of ¥30,000. The *Atsuku Maru* has left Moji with men and gear, and another steamer will follow with pumping apparatus.

THE military authorities have decided to form and maintain a reserve of 66 telescopes and 1,496 pairs of binoculars, sufficient to complete all British and native units, in the first two divisions of the field army on the scales laid down for the several arms in the home service.

YESTERDAY Inspector Smith and a party of police raided 14, Cochine Street and succeeded in arresting 39 men playing at palko. Twenty of them were cooks of European residents. This morning Mr. F. A. Hazeland fined the keeper of the house \$150, and each of the other 39.

By kind permission of Major Radcliff and Officers of the Band of the 33rd Burma Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening from 8 to 9.30.

PROGRAMME.
March: Les Soldats du Present. —Marius Chas.
Overture: The Yachtman's Luck. —Berlioz.
Selection: "The Toreador." —Mouckler.
Song: "The Maid of Malabar." —Adam.
Selection: "Les Cloches de Corneville." —Planquette.
Valse: "Amoureuse." —Berger.
Two-Step: "Mimosa Moss." —Thubert.
God save the King.

Now look out for LeMunyon's new store adv. It is a beauty. —Advt.

THE P. and O. steamer *India* with the homeward mails from Bombay on 23rd ult. encountered a cyclone less than 100 miles from Nombay. The ship, which was enveloped in blinding spray from stem to stern, behaved beautifully throughout the storm, and the conduct of the crew, including the lascars, during the whole emergency was beyond praise. Commander Vibert and Chief Officer Lemare were lashed to the bridge during the night, and so skillfully was the ship manoeuvred to keep her head to the wind and dodge the storm centre, that scarcely any of the passengers knew that anything out of the way was happening. It is no small credit to Commander Vibert to have brought his ship through such an experience without so much as a scratch, and he must be proud to command a vessel so staunch and true as the *India*.

OWING to the continuous fall of the prices of refined sugar, the Russian refiners recently met at Riga, in order to come to an arrangement with reference to a joint action in the matter. Since then the diminution of the production for the current year by 1,000,000 pounds has been unanimously decided upon, and the total output fixed at about 34,500,000 p. lbs. Of course, the restriction will only apply to such factories as have not yet completed their annual production. Next year the "original" quantity is again to be turned out. The refineries of Warsaw, together with a few smaller concerns, alone have not adhered to the decision. It is expected that the adopted measure will prevent a further fall in prices which of late have been really disastrous to the sugar industry, although not much hope is expressed of an important improvement.

THE position of the Japan Sugar Refining Company (Nippon Seisaku Kaisha) of Tokyo is steadily beginning to improve. While the price of raw sugar has been gradually declining, the price of the refined article has continued to rise. In addition to this advantage it is expected that the bounty paid in Europe on exported sugar will be abolished after next autumn. All things considered, the refining industry in Japan has very hopeful prospects, observes the *Kobe Chronicle*. The company has been buying raw sugar from Java, and the daily quantity used by the company, which supplies one-fifth of the sugar used in Japan, is at present nearly 2,000 bags. Between 30,000 and 40,000 bags of raw sugar are warehoused by the company, which may be able to use the cheaper material in future and thus make good the losses that have been incurred in past working. Still about ¥60,000 comes under this head, and it is proposed to devote the whole of the profit for the half-year just ended to the liquidation of this debt, and to declare no dividend. The authorised capital of the company is ¥2,000,000 of which ¥1,440,000 is now paid up.

INDO-CHINA S. N. CO.'S FLEET.

The Indo-China Steam Navigation Company's fleet of steamers on 31st December, 1902, is officially stated to be as follows:—El Dorado, 1,180; Pechili, 1,160; Yuen Wo, 2,521; Wing Sang, 2,339; Tai Sang, 2,326; Canton, 1,737; Kut Sang, 2,311; Yuen Sang, 1,733; Lien Shing, 1,659; Chelydra, 2,467; E Sang, 1,783; Wo Sang, 1,783; Lok Sang, 1,559; Tak Sang, 1,562; On Sang, 2,801; Kut Wo, 2,669; Chang Wo, 1,665; Hui Sang, 2,412; Amara, 2,454; Sai Sang, 2,799; King Sing, 1,931; Fau Sang, 2,351; Chu Sang, 2,217; Sui Wo, 2,671; Loong Sang, 1,738; Man Sang, 2,161; Kum Sang, 2,336; Ting Sang, 1,650; Hip Sang, 1,658; Lal Sang, 3,499; Kiang Wo, 1,741; Hop Sang, 2,148; Hang Sang, 2,143; Nam Sang, 2,434; Yik Sang, 1,661; Choy Sang, 2,284; and Kwong Sang, 2,284. Total 80,356 tons.

CANTON NOTES.
(From Our Own Correspondent.)

Canton, June 24th.

THE NEW VICEROY.

The new Viceroy has only had the seals of office for a few days but in these few days he has made it exceedingly lively for a good many officials. His peculiar position makes him a terror to all wrong doers. He is not only Viceroy of the Two Kwangs. He is practically Commander-in-chief of the Army of South China, and martial law is really in force. The Viceroy has authority to degrade and punish with death any official without referring the matter to Peking. This puts His Excellency in an unusual position. One of the first to come under his displeasure was the Nam Hoi Magistrate. This magistrate has spent a good deal of his time in making money. He has now been degraded and forbidden to leave the city and had been fined a large sum. Rumour has it anywhere between \$100,000 and \$600,000. Wong Shun, the Shun Tak Magistrate, has been appointed to the Nam Hoi Magistracy. Wong has not an enviable record.

Two consuls on Shamien demanded his removal from Shun Tak at the time of the troubles following 1900 and he was sent to Kwangsi, but returned to Shun Tak after a short absence.

THE CITY GUARD.

It is said that the Viceroy undertook to see how the city is guarded at night. Several stations were visited and the rifles found, but the men were absent. The rifles were taken to the Viceroy's yamen and next morning the captain of the guard was called to identify his rifles. Several captains have been dismissed.

GAMBLING.

The gamblers also are uneasy. A proclamation is being prepared which will result in closing the majority of the gambling dens. The idea is to place such money restrictions upon gambling that only the rich will be able to indulge in this pastime.

The Viceroy starts for Wuchow to-morrow.

The *Sin Wan Pao* states that it published some days ago that Viceroy Tsen Chun-hsuen intended to make Chauchingfu of Kwangtung his headquarters, so as to be near the disturbed regions. But now it learns that as the rebellion in Kwangsi has become more formidable than ever before, as Chingyuanfu, in that province, has lately been captured by the rebels, its Prefect taken prisoner and a sub-magistrate shot to death, therefore the Viceroy, upon being telegraphically informed of the above disaster en route, has decided to remove his headquarters to Wuchow as soon as he has taken over the seals of his office in the "City of Rams."

THE KWANGSI REBELLION.

DEPARTURE OF TROOPS.

(From Our Correspondent.)

Canton, 25th June.

The new Viceroy is not long in taking action regarding the suppression of the rebellion in Kwangsi. To-day about ten launches each towing several boats left with about 3,000 troops for Wuchow. Two of the launches belonged to Messrs. Trevelux & Co. and were flying the French flag. The men who seemed in excellent condition and anxious to get to work, were much cleaner with their equipments than the Southerners. They are armed with Mausers, and have a large quantity of ammunition and stores.

Governor Wang Chi Tsun has come and gone. What his flying visit was for, beyond paying his respects and renewing his seals under the new Viceroy, is perhaps a gamble. But from good sources I hear that one item determined is that a big move will be made to thoroughly stamp out the Kwangsi Rebellion, as Governor Wang prefers to term it, "the bands of robbers and pirates."

EPIPHETS OF THE EAST.

A fair member of the weaker sex (the whose curiosity of proverbial), was recently interrogating me with respect to our manners and customs in the Far East. I had replied by painting everything appertaining to our existence in the most *couleur-de-rosee* tint, when she suddenly exclaimed, "I have heard that, between themselves of course, the men swear terribly out there. I suppose it's the heat?" "Well," I answered, "The heat is of course responsible for extreme nervous tension and consequently a certain amount of bad language, but I really do not think that in this respect we are worse than the men at home. You see, we have no trains to miss, and our boys are very clever at sewing on buttons and at darning socks."

My reply did not seem to convince her of the inexactitude of the information she had vouchsafed, although she was married. I must acknowledge that my disclaimer was infused with a tint of irony, since it suggested that needle-work was distasteful to the sisterhood. I may be pardoned for this, as, of late, I have been beset by members of the *jeune sexe* with hints that implied that the majority of single men who live "East of Suez" are somewhat deficient in moral sense, and this last assertion which attributed to us a similar weakness to the one possessed by our ancestors who "fought in Flanders" had somewhat excited my indignation.

On reflection, I might have spared my pique for a better occasion and remembered that conformably with the inconsistent characteristics of the sex, virtuous women generally adore a man because he is somewhat of a reprobate. However, I did not reflect on this undisputed

rule, but laid myself out to listen and observe certain in advance that I should find my fellow men at home just as proficient in the use of swear words as we are supposed to be. A few days' study of the question fully justified my presumptions, and allow me to honestly declare without prejudice, that the energetic exclamations in general use in our mother country (British workmen and barges barred) far exceed in quantity and sonorous expression anything I have heard under the tropics. I must, however, acknowledge that in the majority of instances the larid language used was not only pardonable but necessary, for I am now convinced that the same constitutes, in many cases, a sort of moral safety-valve, thanks to which numerous esteemed members of our society are saved from terminating their careers in the criminal courts and lunatic asylums. Also, though I have come to the conclusion that, notwithstanding the heat and nervous tension we suffer from in the East, the habit of swearing is more prevalent among the better classes in the British Isles than it is with us, though in justice it must be said that the causes for irritation are more numerous in the motherland than they are in China. I will proceed to explain.

To begin with, we do not ride in motor-cars and consequently ignore the influence possessed by the correlative accessories to the same, such as gasoline engines, stinks, goggles, tipsy chauffeurs, speed limits, sharp corners, plate-glass windows, and police magistrates. If each prospective purchaser of these vehicles could foresee the amount of "cussing" its use would subsequently entail, it is certain that sales would be more difficult. It should however be mentioned that "thinks" to the automobile, or rather to its speed, propensities, the most hardened agnostics have been known to appeal with fervour to their creator.

Again, the mysteries and agonies of "spring cleaning" are unknown to the manhood of the tropics; though the mention of it provokes, weird visions of sweeps, painters, pipe-hangers, the eyecore of carpetless floors and stairs, furniture, (from kitchen-chairs to grand pianos), in attitudes suggestive of a violent attack of colic, and the smell of soapsuds and whitewash. Here again we of the Orient score, but which of us would cast the first stone, and condemn the man who, forced to live for days in this atmosphere of microbe slaughter and chaotic, cocophonous interior, vents his dissatisfaction in language expressive of the same?

There are many other reasons which tend to prove that there is more swearing at home than in the East, a few amongst them being: The game of golf which possesses comparatively few votaries in China. We have no underground railway with sulphurous and asphyxiating fumes. Domestic servants, though bad, are plentiful. Our chances of betting on horse races are restricted to a few days each year. We are indifferent to a rise in the price of coal as a household fuel. Our women can do without furs and reduce their bills in consequence. For obvious reasons our trains are never late and we run no risk of missing them. The disease we acquire kill us with such speed that we have no time to grumble. I might cite many other causes, but I fancy the above will suffice to prove the case in point. Having, to my personal satisfaction and I hope to that of my readers, refuted this accusation I will now allow myself the prerogative of politely formulating a counter-charge and suggest, because I am sure of the fact, that the weaker sex make use of the moral safety-valve, and do so more often than most of us imagine. On two distinct occasions I lately caught the same exclamation, expressed it is true in a very soft undertone. "Ahurried note and a hasty pen were cause for the one, and two consecutive bad services at tennis the origin of the second. For the crime there was therefore excuse, but these two examples have sufficed to convince me that a great many of our womenkind, whom we admire and are justly proud of, swear constantly, only, as the schoolboy said when asked by the examiner to explain how silk was the product of a worm, "They do it inside." This discovery has not saddened me, and I should think that an occasional use of the safety-valve was preferable to a spell of pique or bad temper. In fact, in the two cases which came under my observation the soft but energetic "Oh! damn!" from a pair of pretty lips seemed to me very much like the dayenne on the caviare, though like this ingredient, a little of it goes a long way.

BON-KE-MAT.

THE PLAGUE.

During the twenty-four hours ended at noon to-day three further cases of bubonic plague, making, according to the official return, 1,271 since January 1st, were reported. They were all Chinese, and two of the cases were fatal. The other case is from the s.s. *Anping Maru* in harbour.

SHIPPING AND MAILS.

MAILS DUE.

Chinese (Canton) 29th inst.
French (Polynesian) 29th inst.
American (Coptic) 30th inst.
Canadian (Tartar) 1st prox.
Canadian (Empress of Japan) 6th prox.

The N. V. K. s.s. *Hakata Maru* (European Line) left Singapore for this port on 25th inst., and is expected to arrive here on 1st prox.

The C. P. R. Co.'s s.s. *Tartar* arrived at Yokohama at 9.30 a.m., 25th inst., and left again at 6 p.m. same day for Kobe where she is due to arrive at 6 a.m. on 27th inst.

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TELEGRAMS.

(Reuter's.)

The Somaliland Expedition.

LONDON, 24th June.

A number of educated men are with the Mullah, including some interpreters formerly employed by the British Navy; the enemy is well acquainted with our methods and has a regular intelligence system connected with Jubaland and other ports. The Mullah's force includes 1,500 riflemen and a mob of spear-men. The British force will be about 6,000 of all arms. Experts maintain that owing to the transport problem, a mere pouring of troops into the country will only increase the difficulties, and advocate the later South African tactics of small light columns.

LATER.

General Manning telegraphs that he arrived at Bofole on the 26th (sic) (21st) leaving left an adequate garrison at Danwa.

Serbia.

King Peter met with an enthusiastic reception on his arrival at Belgrade and attended Mass at the Cathedral. The Russian and Austrian Ministers were at the station; the demeanour was grave and nervous throughout the ceremonies. The Premier presented the leaders of the Government to King including the chief conspirator Mr. Han, who was received in silence.

(N. C. D. News.)

The Proposed Transfer of the Treaty Revision Negotiations to Peking.

Peking, 19th June.

The Board of Foreign Affairs (Waiwupu) has sent an official communication to the Diplomatic Body, stating that the reason for transferring the Treaty Revision negotiations to Peking was to avoid the trouble and delay of constant telegraphing between Peking and the commission, and to conclude the negotiations as quickly as possible; and the Board hoped that the Diplomatic Body would agree to the transfer.

LATER.

Mr. Uchida, the Japanese Minister, has officially communicated to the Chinese Government his opposition to the transfer of the negotiations to Peking.

The Manchurian Question.

PEKING, 19th June.

Mr. Uchida called at the Waiwupu yesterday, and demanded the opening of Moukden and Tatsienkang as treaty ports, but the demand was rejected at once, the reason given being the objection of the Russian Government.

KOUR, 19th June.

General Kuropatkin is extending his stay, and went to Shima today. The agreement that has been reported and discredited was possibly a fiction.

Prince Ching's Attitude.

Peking, 19th June.

Prince Ching seems to be disposed to avoid seeing the Foreign Ministers. Yesterday he refused to see Mr. Uchida, on some pretence notwithstanding that an appointment had been made; and to-day he also refused to see Mr. Townley, the British Charge d'Affaires.

LATER.

It is generally understood in the Diplomatic Body that Prince Ching, while unable to receive the British and Japanese Ministers, has accorded several interviews to the Russian Minister, and is gradually being converted to acquiescence in the designs of Russia.

The Peking-Kalgan Railway.

Peking, 20th June.

Although it has been stated that the railway from Peking to Changchiao (Kalgan) is to be built by a Chinese syndicate with Chinese capital, it is now understood that this syndicate is only a Russian puppet.

A Savage Raid in Formosa.

Tokio, 20th June.

One hundred and fifty Formosan savages attacked a camphor refinery at Gilan, and killed eleven Japanese, including policemen.

ACCIDENT IN THE HARBOUR.

While the N.Y.K. s.s. *Kawachi Maru* was entering the harbour from Shanghai and the North soon after six o'clock this morning the strong current took her against the *Hongkong* breaking that steamer's anchor chain caused the anchor to fall into the water, and smashing her own starboard gangway.

INDIA'S PLAGUE POLICY.

It is greatly to be feared that a thirteenth problem has been added to the twelve administrative difficulties which, according to Lord Curzon, confront the Government of India. The plague has become endemic, and its history clearly shows that each succeeding winter it rages with increasing virulence. Had the people of the country not been so debased and ignorant, had they not been so ready to be misled by evil counsellors, there is every reason to believe that the disease would have been stamped out in its inception. But the simplest measures of segregation and isolation were followed by panic and riot. Blood was shed, plague hospitals were burnt down, and the whole country was in a tumult. In these circumstances the Government began to abandon one by one the preventive measures suggested by medical science. At the present moment, except in the very largest towns and seaports, practically no steps are being taken to stamp out the pest.—*Englishman*.

ASK for ASAHI JAPANESE BEER—G. Gillett.

THE STRANDING OF THE S.S. "PEMBROKESHIRE."

THE FINDING.

(Continued.)

Campbell P. C. Stapleton deposed that he was third officer of the steamer *Pembroke*, and which ship he had served for 4½ months. His watch was from 8 to 12 and he was on watch at the time of stranding on the 12th of May. He went on the bridge at 8 o'clock and remained there till the time of the accident. Nothing unusual was noticed during his watch except that the weather was a bit hazy. He had examined the chart at 8 o'clock and the quartermaster was at the wheel. Throughout the watch the captain was on the bridge except for a few minutes about the time of the occurrence. Witness had received instructions to keep a good lookout for the North Saddle Light. No vessels were seen except a few fishing junks. The captain had expected to see the light during the watch. Witness was the first to see land, about 10 minutes before the ship struck, when they were about three quarters of a mile off. He called the captain at once. The land at first appeared to the witness to be a shadow or an illusion often seen at sea. He had kept a close eye on the steersman and every few minutes examined the compass and the steering gear. He had not seen the light until the ship struck. He called the captain at once. The land at first appeared to the witness to be a shadow or an illusion often seen at sea. He had kept a close eye on the steersman and every few minutes examined the compass and the steering gear. He had not seen the light until the ship struck. He called the captain at once.

In answer to the Court witness said that he had altered the course himself, at the captain's order and had read the log at 9.18 o'clock. The look-out man at the time was a Chinaman, and immediately on striking witness put the telegraph full speed astern as ordered by the captain. At 8 o'clock he was ordered by the captain to be seen a point on the starboard bow. The patent log had always run true and as it had been in use for some time there was no reason to believe that the speed of the ship was diminished.

Captain Little asked if witness recollected his placing the parallel rule on the chart and making the course which he said he did. Captain Little further testified that he was then steering as far as eleven miles off the North Saddle Light. Witness continuing said that he did not remember the captain telling him to keep a look-out for Boreen Island on the port bow. There was no reason for sounding. At 8 o'clock the weather was pretty clear but later on became hazy. At the time of striking he thought that it would be possible to see a steamer's light at a distance of about 4 miles. The North Saddle Light was not seen till after 9 o'clock, and then only dimly. This was about 11.5 o'clock. There were no clouds and no moon.

Ernest James Little, master of the *Pembroke*, gave further evidence and said that he had expected to pass Saddle Island at about 9.5 o'clock. The ship struck at three minutes past eleven and at the time he calculated he was between Saddle and Boreen Islands. Immediately on striking he saw a light which he recognised. At 9.18 p.m. the third officer was told to alter the course to S 52 E, which he did and was afterwards checked by witness. The look-out man and quartermaster joined at Hongkong about a month or five weeks previously. The light in question was pointed out to him about 2 minutes after the accident by one of the officers. This was the first time that he had had an accident of any kind. He had been master of the ship for 6 months. In the locality the night lights were stronger than the day, which was not the general rule. He had several times navigated a ship in similar tides and was acquainted with the China Sea Directory which he had always used. An allowance of 2½ knots was made right through and he thought he was farther north. The chapter in the Directory relating to the current between the islands had been read by him and he knew the current was strong. At the mouth of the Yangtze he expected it to get less. The ship was going full speed all along that is 10½ knots. Witness had always been careful to send an officer to examine the log. The one in use was Walley's, a particularly good one; it had however never been tried in a sea where there was no current. He had every confidence in the log. The courses had been set by him all through the voyage. The lead had not been used at the time of the occurrence and the only ship's regulations regarding it was that William Thompson's should be used. Referring to the crew witness said that, with the exception of the chief officer, they had all joined on that voyage. The third officer was a reliable man but being young he had not had much experience. At the time of striking they were about a cable and a half's length away from the light. The compasses were particularly good. When the third officer pointed out the land right ahead he ordered full speed astern. At first he thought it to be a boat. This was the first time that witness had left Shanghai home-bound. He came in by Steep Island. He had been to sea since 1875. The difficulty of navigation outside had often been the subject of conversation between himself and other masters ashore, and Captain Swayne, an authority upon the subject and a most experienced man, declared to him that it was extremely difficult for navigation. When witness saw the *Valletta*, she was bearding to the northward. Replying to Captain Gibbs, witness said that if a gun had been fired at 15 minutes' intervals at the Saddle Islands the accident would probably have been avoided. He did not take any observation as to which way the tide was setting when he was ashore; at 11 o'clock the current was northerly and westerly. Although the telegraph indicated full speed astern, he thought the engineer had had no time to reverse the engines. There was a visibility of seven or eight miles during the earlier part of the watch and he had felt uneasy at not seeing the light.

ASK for ASAHI JAPANESE BEER—G. Gillett.

The evidence was then concluded with a remark that witness would like to put on record the services rendered to the ship by the chief officer and chief engineer. This was, however, not considered as evidence, says the Shanghai *Mercury*, from which the above report is taken, and the Court adjourned for an hour.

FINDING.

The Court having regard to the circumstances above stated finds as follows:—That the master, Ernest James Little, was in error in making insufficient allowance for wind and for the tidal streams as shown on Admiralty Chart No. 1932 and that not having seen the North Saddle Light and being on his own reckoning at 9.18 p.m. 7 miles from the North Saddle Island, he was not justified in altering his course to S 52 E (Mag.) at that hour.

That the master Ernest James Little appears to have navigated his vessel in a seamanlike and proper manner, and when a casualty was inevitable to have done everything in his power to avert it, and that he is deserving of all credit for the persevering manner in which he succeeded in bringing the vessel off and safely into dock.

That the Log Book has been well kept and that the vessel appears to have been properly supplied with charts.

The Court considers that the information regarding the abnormal set of the current at the mouth of the Yangtze River is not sufficiently promulgated for the guidance of the master of foreign trade steamers, and the Court suggests that the advice in this regard published in the China Sea Directory, Vol. III, 412 and 413, should be given more prominence.

The Court is of opinion that in view of the fact that the North Saddle Island Light is frequently obscured, by fog banks hanging over the island when the surrounding locality is clear, that a continuous fog signal of some description should be sounded from the Light-house when enveloped in fog.

As the Court does not consider the casualty is in any way due to the negligence of the master, and as he was not in possession of the special information as to the abnormal set of the current on the night in question, they do not consider it necessary to deal with his certificate.

That in accordance with the powers contained in section 483 of 57 and 58 Vic., c. 62, the Court orders that the sum of £4, 75. 0d., being the costs of the proceedings before the said Court be paid by Ernest James Little, master of the s.s. *Pembroke*, and he is hereby ordered to pay the said amount accordingly.

The expenses of this Court fixed at £4. 7. 0 are approved.

Daed at Shanghai, this 19th day of June, 1903. (Signed) B. G. Tours, British Vice-Consul, President of the Naval Court. H. Percy Douglas, Lieut., R.N., H.M.S. *Rambler*. James Gibbs, Master, s.s. *Tientsin*.

GODOWN ACCOMMODATION AT SWATOW.

The members of the Swatow guild have long shared with the Dutch the reputation of giving too little and asking too much. They are now at work with one of our leading steamship companies over the question of godown accommodation for imports. The idea of the native merchant is unlimited accommodation for an indefinite time with protection against all loss and damage. Brought up upon that, they gave their unwilling consent to a reasonable modification of the "Old Custom," which divided goods into classes, and refused to the perishable class free storage or compensation for loss or damage after the expiry of a month. The other classes were accommodated for longer periods. Now the merchant, wishing to go back upon this arrangement are playing off one company against the other but can only in order not to precipitate a coming. A threatened boycott, to begin with the day of the Dragon Festival, has not come off.—*N. C. D. News*.

THE SHANGHAI MURDER.

The *Universal Gazette* published a recent dispatch from the Taotai of Shanghai to the Portuguese Consul-General re the murder of a native carpenter by Souza, a Portuguese subject the gist of the communication being that he (the Taotai) has been informed by the City Magistrate that the Consul-General intended to send the offender to Macao to be tried by the Court there, etc. Now he (the Taotai) is of opinion that since the offence was committed in Shanghai, it should be tried in the Consular Court of that Port, so that the witnesses could give evidence at the trial and he (the Taotai) finds that article 48 of the Treaty between China and Portugal expressly states that offences committed by Portuguese subjects upon Chinese should be tried and punished by the Consul of Portugal according to the law of that country, and he (the Taotai) again finds that the Consul-General has full jurisdiction over cases of murder and other offences, consequently the Consul-General's act is a direct breach of treaty, therefore he (the Taotai) asks the Consul to have the case tried in Shanghai and to have the offender punished as he deserves according to the law of Portugal.

FRANCE AND SWATOW.

According to the Swatow correspondent of the *N. C. D. News*, the French are making persistent attempts to secure an official foothold in Swatow. For some time past, the leading priest in the district, who resides at Chao-choufou, has filled the post of Consular agent and has dealt principally, but by no means exclusively, in church cases. Some time ago the French authorities failed to secure a house in town for (rumour said) a post office. Quite recently they have been unsuccessful in an attempt to induce a Chinese gentleman and British subject to part with his house for use as a Consulate.

ASK for ASAHI JAPANESE BEER—G. Gillett.

THE PACIFIC MAIL CO.

AND ITS RIVALS.

The big liner *Siberia* of the Pacific Mail Steamship Company on her next trip will carry freight at a cheaper rate than ever before, says the *San Francisco Chronicle*. This does not mean that the Pacific Mail Company contemplates a reduction all long the line as a permanent thing, but points to the fact that it intends to institute a rate war in the carrying of freight to Oriental ports. The appearance of a new competing transoceanic line is the cause of this most recent move by the Pacific Mail people. It is evidently their purpose to begin discouraging the competing line before it gets fairly started. The agent of the Pacific Mail Company announced unofficially that rates would be so cut that a ton of freight could be shipped to the Orient for \$4. By carrying freight at this rate it is hoped that the new rival company, the China Commercial Steamship Company, will be unable to compete.

About the first of this year the new company was organized. It is distinctively a Chinese affair, the stock all being owned by wealthy Mongolians. The promoters of the company stated that the primary object of instituting this new line was to build up trade between China, Mexico and the South American republics.

INTENDS TO ENTER LOCAL FIELD. From later indications, however, it is apparent that the new company intends to enter the local field to a certain extent, hence the alarm of the Pacific Mail and its hasty cutting of rates. The China Commercial Steamship Company's boats are not equipped to compete in the business of carrying passengers, as provisions are made principally for the accommodation of a few cabin passengers. Mexico is to be colonized by Chinese, and most of these will go over as steerage passengers and be dropped off at the ports of Manzanillo and Acapulco on the coast of Mexico. But it has been planned to make San Francisco a terminal port, and on all return trips to the port of departure. The steamers are planning to carry as much freight as they can get. The ports of call in the new line include Hongkong, Shanghai, Kobe, Yokohama, Manzanillo, Mazatlan and San Francisco, in the order named. On the coming over not so much attention will be paid to the carrying of freight to this port, as the steamers will carry large numbers of Chinese steerage passengers for Mexico, and freight for the South American ports. But on the return trip no such conditions will exist. Every effort will be made to get as much freight as possible in order to have the ships not go back in ballast. That the local shippers to Oriental ports will benefit by this competition has already been demonstrated by this first move of the Pacific Mail Steamship Company. Whether a greater cut will be made depends entirely on the vicar with which the new company canvasses the field.

WILL HAVE THREE STEAMERS. It seems that it is well equipped to do so. The officials are all men of wide experience, and known ability. Mr. J. S. Van Buren, the general manager, has been a general agent for the Pacific Mail, the Toyo Kisen Kaisha and the Occidental and Oriental Steamship companies. He has looked over the field thoroughly, both in this country and in Mexico, and is confident that the new company can hold its own. Mr. J. V. C. Comfort has been appointed resident general agent in his city. He is one of the best-known steamship men on this Coast, having acted in the capacity of purser in both the Toyo Kisen Kaisha and Occidental and Oriental lines.

The company is financed entirely by Chinese. The president is Eng Hok Fong and the vice-president Luen Kam Ming. Both these gentlemen have thoroughly canvassed the territory their company intends to invade, and have seen sufficient promise to invest large sums of money.

This is not the first time that the Pacific Mail has had to institute in an endeavour to kill competition. Two years ago a vigorous war was instituted when the North American Navigation Company, the Pacific Steam Navigation Company and the Compania Sud Americana Vapores tried to get some of the business in the carrying of freight and passengers between San Francisco, Panama and the intermediate ports. At that time rates were cut from \$12.50 to \$4, and the Pacific Mail Company was finally victorious.

COMMERCIAL. TO-DAY'S INTELLIGENCE.

Closing quotations:—Banks ... \$685 263.5
Nationals ... 27 1/2
Unions ... 595 5
China Traders ... 61 5/8
North Chinas ... 115.220
Yangtszes ... 130
Cantons ... 185 5
Hongkong Fires ... 330
China Fires ... 85 5/8
H.K. & M. S. B. ... 38 3/8
Indo Chinas ... 106 5
China Manilas ... 25 5/8 & 1/2
Do., (new issue) ... 20
Douglas ... 40 1/2
Star Ferries ... 27 1/2
Do., (new issue) ... 16 1/2
Shell Transports ... 144.0 5
China Sugars ... 5104 5
Lucas ... 10
Punjons ... 250 5/8 & 1/2
Raubs ... 9 5
Docks ... 213 1/2
Kowloon Wharfs ... 90 5
Hongkong Lands ... 160 5
Kowloon Lands ... 38 5

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer ... 1/8
Bank Bills, on demand ... 1/8 1/16
Credits, 4 months' sight ... 1/8 1/8
D'ments 4 months' sight ... 1/8 1/8
ON BERLIN, (demand) ... M. 1.70 1/2
ON PARIS, Bank Bills, on demand ... 2.10
Credits, 4 months' sight ... 2.13 1/2
ON NEW YORK, Bank Bills, on demand ... 40 1/2
Credits, 30 days' sight ... 41 1/2
ON BOMBAY, Telegraphic Transfer ... 124 1/2
On demand ... 125
ON SHANGHAI, Telegraphic Transfer ... 71 1/2
Private 30 days' sight ... nom.
ON YOKOHAMA, T.T. ... 8 1/2
Sovereigns, Bank's Buying Rate ... \$11.96
Gold Leaf 100 touch, per tael ... 61.95
Bar Silver ... 24 1/2

TO-DAY'S EXCHANGE.

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TO-DAY'S EXCHANGE.

West Points ... 52
Hongkong Hotels ... 154 b.
Humphreys Estates ... 12 1/2 b.
Cements ... 24 1/2 s.
A. S. Watsons ... 14 1/2 s.
Electrics (Old) ... 13 1/2 s.
Do. (New) ... 7 1/2 sa. & b.
Steam Water Boats ... 14 sa.

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To-day's Advertisements.

GRAND PROMENADE CONCERT will be held on the VOLUNTEER PARADE GROUND, on SATURDAY, the 11th July, 1903. Full Details will be announced later. A. CHAPMAN, Major, Acting Commandant. Hongkong, 26th June, 1903. [757c]

HONGKONG RIFLE ASSOCIATION. SHORT RANGE CUP AND SPOONS.

THERE will be a COMPETITION as above TO-MORROW, the 27th instant, commencing at 3 P.M. RANGES—200, 500, and 600 yards. Seven Shots and a Sighter at each Range. Weather permitting. MOWBRAY S. NORTHCOLE, Hon. Secretary. Hongkong, 26th June, 1903. [45]

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREE-MASONS' HALL, Zetland Street, on WEDNESDAY, the 1st July, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 26th June, 1903. [757c]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR YOKOHAMA AND KOBE.

THE "VERONA," Captain H. N. Spiesen, will be despatched for the above Ports on TUESDAY, the 30th instant, at 4 P.M. For Freight apply to SHEWAN, TOMES & Co., General Agents. Hongkong, 24th June 1903. [760c]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that LAM SIN SHANG, of MACAU, in the Empire of China, Merchant, Trading under the Names of FO CHAN and FUNG MI has, on the 27th day of April, 1903, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following THREE TRADE MARKS:—

Number 1.—The distinctive device of an animal usually known as an unicorn having a curly back, a forked tail, two curved horns and one foreleg raised.

Number 2.—The distinctive device of a pomegranate fruit supported on a stalk having the words Trade Mark printed on the upper portion of its outer edge and having the lower portion of its outer edge fringed with pomegranate fruit and leaves, and the applicant disclaims the use of the added English words.

Number 3.—The distinctive device of a medallion with fancy drawings extending on either side having above the characters Chong Cheong Wo in English and in Chinese 長和 (the translation of which in English is the same words Chong Cheong Wo) and below the characters Sae Low Chong in English and in Chinese 石榴庄 (the translation of which in English is the same words Sae Low Chong) and the applicant disclaims the use of the added Chinese and English words;

in the name of Lam Sin Shang, of Macau, Merchant, who claims to be the Sole Proprietor thereof.

The Trade Mark numbered 1 has been used by the applicant in respect of substances used as food or as ingredients in food in class 42, and the Trade Marks numbered 2 and 3 have been used by the applicant in respect of Tea in class 32.

A facsimile of the above Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 25th day of June, 1903. WILKINSON & GRIST, Solicitors for the Applicant.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI THE Company's Steamship.

"HAILOONG," Captain Evans, will be despatched for the above Ports, TO-MORROW, the 27th instant, at 3 P.M. For Freight or Passage apply to DOUGLAS, LAIPRAIK & Co., General Managers. Hongkong, 26th June, 1903. [758c]

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DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMO

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON;
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUK
GLASGOW and LIVERPOOL	"TYDEUS"	On 28th June.
GLASGOW and LIVERPOOL	"MACHAON"	On 12th July.
GLASGOW and LIVERPOOL	"DIOMED"	On 16th July.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 8th August.

S.S. "TYDEUS" left Singapore 23rd inst., noon, and is due here 28th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & ABER	"ALCIBOLUS"	On 27th July.
MARSEILLES, LONDON & ABER	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON & ABER	"PELEUS"	On 21st July.
MARSEILLES, LONDON & ABER	"STENTOR"	On 4th August.
MARSEILLES, LONDON & ABER	"DARDANUS"	On 18th August.
MARSEILLES, LONDON & ABER	"DIOMED"	On 20th August.
MARSEILLES, LONDON & ABER	"NESTOR"	On 1st September.
MARSEILLES, LONDON & ABER	"MOYUNE"	On 15th September.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and the PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA.	"MACHAON"	On 14th July.
	"NINGCHOW"	On 10th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"PAOTUNG"	26th June.
SHANGHAI	"SHAOHSING"	27th
SHANGHAI	"TAIWAN"	29th
MANILA	"SUNGIANG"	1st July.
CHEFOO and TIENTSIN	"NANSHANG"	4th
MANILA	"CHITOTU"	4th
PORT DARWIN, THURSDAY IS- LAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYD- NEY and MELBOURNE.	"CHINGTO"	4th
KOBE	"TAIYUAN"	7th

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th June, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon carried—All the most up-to-
date arrangements for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 27th June, at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 4th July, at 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG INLAND SEA OF
JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,599	R. P. Craven	July 14, 1903.
"INDRAPURA"	4,599	A. E. Hollingsworth	Aug. 14.
"INDRASAMHA"	5,197	W. E. Craven	Sept. 13.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations	Steamers	Captains	Sailing Dates
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SATURDAY, 27th June.
FOR FOCHOW	"ANPIN MARU"	J. Goto	SUNDAY, 28th June.
FOR TAMSUI	"DAIJIN MARU"	T. Orita	WEDNESDAY, 1st July.
FOR ANPING	"MAIDZUKU MARU"	A. T. Saito	FRIDAY, 3rd July.

* Via SWATOW and ANTO.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoons at the Customs, water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 1, Des Voeux Road Central.

Hongkong, 24th June, 1903.

K. ARIMA, Manager.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$25. RETURN, \$40.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & WIRE,
Agents.

Hongkong, 1st May, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw

Steamer "KWONG CHOW"

1,474 Tons, Captain Walker, leaves HONG-

KONG for CANTON at 5.30 P.M. on SUNDAYS,

TUESDAYS and THURSDAYS, returning

to Hongkong, the following day, leaving

CANTON at 5 P.M. Unexcelled Accommoda-

tion for First Class Passengers. Ship lighted

throughout by Electricity.

Passage Fare: \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong-

kong Harbour Master's Office.

SHIU ON S.S. CO. LTD.

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG"

Capt. Mason.

Departures from HONGKONG to MACAO,

Daily, at 7.30 A.M. SUNDAY including

Departures from MACAO to HONGKONG,

Daily, at 2 P.M. SUNDAY including.

This Steamer is the fastest and has Superior

Cabin Accommodation.

FARES:

1st Class, \$1.50

2nd " " " " .75

3rd " " " " .30

Further Particulars may be obtained at the

Office of the

WING ON STEAMSHIP CO.,

No. 12, Bonham Strand West

Hongkong, 30th May, 1903.

"DEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENLOMOND"

Captain Hutton, will be despatched as above

on or about THURSDAY, the 2nd July.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 10th July, 1903.

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.

Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship

ROSETTA MARU

N. Tate

3,876

WEDNESDAY, 1st July, at 11 A.M.

Steamship

ROHILLA MARU

E. P. Bishop

3,860

TUESDAY, 7th July, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House

Street.

Hongkong, 25th June, 1903.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN, and

QUEENSLAND PORTS, and taking through

Cargo to ADELAIDE, NEW ZEALAND,

TASMANIA, &c.

THE Steamship

"EASTERN"

Captain Ellis, will be despatched for the

above Ports on WEDNESDAY, the 1st July,

at Noon.

This well-known Steamer is specially fitted for

Passengers, and has a Refrigerating Chamber,

which ensures the supply of Fresh Provisions,

Ice, &c., throughout the voyage.

This Steamer is installed throughout with the

Electric-light.

A Stewardess and a duly qualified Surgeon

are carried.

To assure the additional comfort of

passengers, the steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 10th June, 1903.

FOR KOBE, NAGASAKI AND
VLADIVOSTOK.

Calling at GENSAN.

THE Steamship

"SAVOIA"

Captain Deina, will be despatched for the

above Ports on MONDAY, the 6th July,

at Noon.

This Steamer has Superior Accommodation

for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 25th June, 1903.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

Via PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG

1903.

About

15th July.

25th July.

For Freight and further information, apply

to

DODWELL & CO., LIMITED.

Hongkong, 17th June, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain SAMUEL BELL SMITH.

DAILY Departure from Hongkong to Macao

at 7.30 A.M. from Macao to Hongkong

at 2 P.M. SUNDAY included.

1st Class fare (including cabin and servant),

\$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central

Market, at Macao, C. M. S. N. Company's

Wharf.

For Freight, &c., apply to

SAM WANG & CO. LD.,

87, Queen's Road Central.

Hongkong, 22nd June, 1903.

NOTICE

HONGKONG-MACAO LINE.

THE S.S. "WING CHAI" WILL NOT

RUN FOR THE NEXT FEW

DAYS.

SAM WANG & CO. LD.

Hongkong, 22nd June, 1903.

COMPAGNIE DES MESSAGERIES
MARITIMES.

L'AUQUENT-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

THE Company's Steamship

"POLYNESIEN"

Captain Duchateau, will be despatched for the

above Ports, on or about MONDAY, the 20th

instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 22nd June, 1903.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"ARRATOON APCAR"

Captain E. Fey, will be despatched for the

above Ports on TUESDAY, the 30th instant,

at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 24th June, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENISK"

Captain Rafferty, will be despatched as above

on THURSDAY, the 9th July.

For Freight or Passage, apply to

MCCREGOR BROS. & GOV.,

Agents.

Hongkong, 25th June, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON.

THE Steamship

"GLEGARRY"

Captain Willy, will be despatched as above

on TUESDAY, the 14th July.

For Freight or Passage, apply to

MCCREGOR BROS. & GOV.,

Agents.

Hongkong, 25th June, 1903.

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"SIBERIA"

The above Steamer having arrived, Consignees

of Cargo are hereby requested to send in their

Bills of Lading, for countersignature, and to

take immediate delivery of their Goods from

alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

E. W. TILDEN,

Agent.

Hongkong, 22nd June, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER HAMBURG-AMERIKA

LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship

"HAMBURG"

of the HAMBURG-AMERIKA LINE,

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the Godowns

of the Hongkong and

High Class

Gentlemen's

Outfitters.

EVERYTHING

UP TO DATE.

28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

High Class

Gentlemen's

Outfitters.

FAMED FOR

SHIRTS.

28, Queen's Road.

NEW SUMMER GOODS.

NEW BRAZILIAN STRAW HATS, FOLDING SHAPE.

SPLENDID VARIETY OF UNTRIMMED FANCY STRAWS IN ALL THE
NEWEST STYLES.

REAL PANAMAS.

FINE SELECTION OF PRETTY FLOWERS.

LARGE STOCK OF BOOTS AND SHOES.

CHILDREN'S

SUN HATS, SILK AND MUSLIN CAPS AND BONNETS.

THE VERY NEWEST STYLES IN WASHING DRESSES AND SILK
FROCKS FOR SUMMER WEAR.